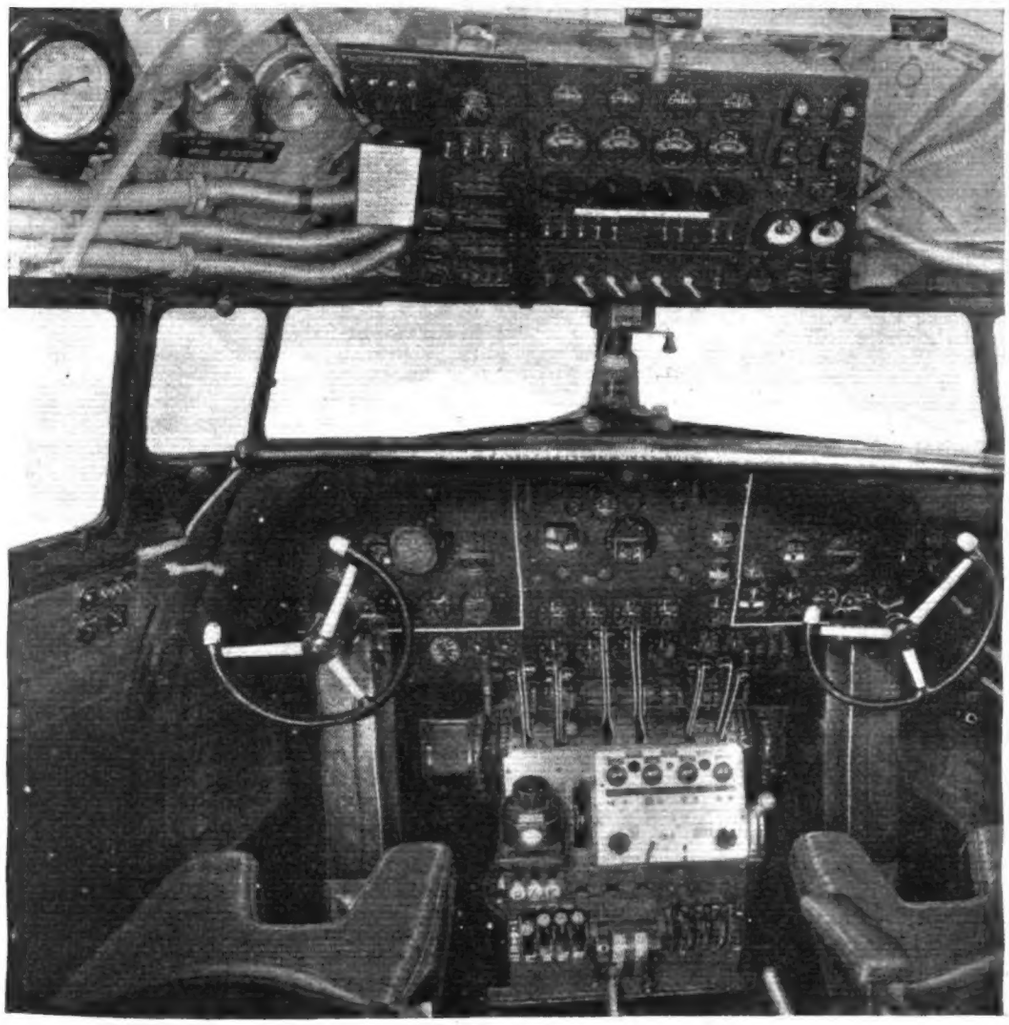
Inside the control - cabin "mock-up" of the Curtiss-Wright transport. Two features are of particular interest. The first is the new type of "clear vision" control wheel, which has neither spokes nor centre; the second is the provision of additional windows, which may be seen on the left, to give the pilots a maximum range of vision. The instrument panel has an arrangement of tell-tales which relieve the pilot of the necessity for studying the individual readings of the instruments.

is provided in the case of the tail wheel. Additionally, the entire undercarriage has been placed well forward.

Both the choice of de-icing equipment and the shape of the leading edges of the control surfaces were determined after tests in a refrigerated wind tunnel. So that the risk of fire should be reduced to a minimum, the fuel tanks are located outboard of the engines, the only fuel entering the fuselage being that passing through one cross-feed line, which is constructed of heavy stainless steel. Incidentally, the low mid-wing arrangement was selected largely because of the greater hazard involved in a "tummy" landing

(*Cont. at foot of p.* 340.)



ORDERLY GROUPING: As a comparison with that of the new Curtiss-Wright, the control and instrument layout of the D.C.4 is shown on the left. Nowadays there is so much for the pilot and his assistant to look after that great pains must be taken to group the various items in order of precedence and to ensure that every one of the essential controls is immediately accessible.

On the power control banks, for instance, the section above is devoted to those controls and instruments which may be required continuously in actual flying, while below are grouped those which are only needed from time to time. In the centre of the dashboard is the Sperry automatic pilot panel with, on each side, a complete blind-flying group for each of the pilots. Above the screen, in the centre, are the various temperature and other indicators with most of the switch-gear. On their left are gauges measuring the actual horsepower delivered to the airscrews and the amount of hydraulic pressure available for braking.